

[illegible]

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Max Points
Universal Accessibility Improvement	Project enhances Universal Accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage and wayfinding, signalization, crosswalk signals, painting, lighting, street furniture, shaded areas, bus stops, technology enhancements or other accessories to improve comfort and safety.	1, 2, 4, 5, 6, 8	Access, Connectivity Economic Development, Multimodalism, Safety, Public Health	60
Measure				Points
Enhances Universal Access to existing facilities				60
Enhances Universal Access to future facilities identified in an adopted plan				40
Does not enhance Universal Access to existing or planned facilities				0

Purpose

There has always been a need to ensure that the infrastructure that is put in place meets or exceeds the ability to accommodate a multitude of users. Whether this means ensuring curb ramps are constructed properly, barriers such as roads are not limiting access, or sidewalks and trails are provided within a project, they are providing Universal Access. In the future it would be beneficial for the CRTPA to consider a policy that addresses this issue up-front on projects as opposed to after the project is constructed.

Application

Examples	Criteria Points
Adding bike lanes and sidewalks to a widening or reconstruction project	60
Adding a sidewalk where one doesn't exist.	40
Building a road with no sidewalks or bike lanes.	0

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Max Points
Part of an Adopted Plan	Project exists in a currently adopted municipal, county, regional, or state plan.	5	Land Use	50
Measure				Points
Project is identified in a current state, regional, or adopted local government plan.				50
No.				0

Purpose

As local governments develop their infrastructure plans it is typical to have a large number of projects pursue and they will be eventually limited by revenues. These projects are still valid efforts and are just waiting for revenue to catch up to product. As long as these projects are captured in the planning efforts of local governments in sidewalk plans, town plans, bike plans, safe routes to school plans, bicycle and pedestrian master plans, trail plans, etc... they will get points for those efforts.

Application

Examples	Criteria Points
Sidewalk project in adopted town plan such as Crawfordville Plan	50
Road project in Regional Mobility Plan such as Woodville Highway	50
Sidewalk in Jefferson County Safe Routes to School Plan	50
Sidewalk not in Regional Mobility Plan but in adopted local plan	50
Roadway not in local plan but in Regional Mobility Plan	50
Bike trail not in master plan or feasibility plan	0

The Plans that have been identified include:

- Alternatives Analysis Study – StarMetro
- Blueprint 2000
- Capital City to the Sea Trails Master Plan
- Comprehensive Plan 2025 Jefferson County Florida
- Crawfordville Town Plan
- FDOT Work Program/CRTPA TIP
- Gadsden County Bike and Pedestrian Master Plan

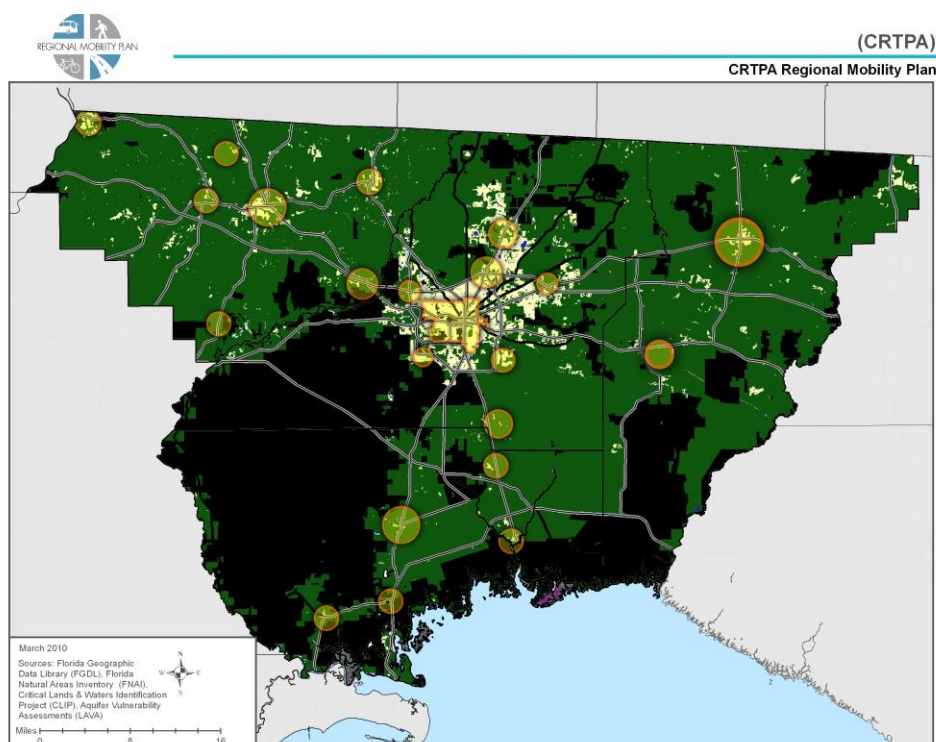
- Gadsden County Economic Development Strategies
- Gadsden County Evaluation and Appraisal Report
- Gadsden County Existing Land Use Map Development
- Gadsden County Future Land Use Map Update
- Gadsden County Interstate 10 Interchange Economic Development Strategies
- Gadsden County Safe Routes to School
- Gaines Street Report
- Greenways Master Plan – Tallahassee-Leon County
- Jefferson County 2014 Vision Action Plan
- Jefferson County Bike and Pedestrian Master Plan
- Jefferson County Transportation Plan
- Lake Jackson Town Center at Huntington “Sense of Place” Initiative
- Leon County Safe Routes to School
- Leon County Sales Tax (2020 – 2040)
- Mahan Drive (U.S. 90) Corridor Study
- Market District Action Plan – Tallahassee-Leon County
- Midtown Action Plan – Tallahassee-Leon County
- Monroe Adams Corridor Action Plan
- Quincy Beautiful
- Quincy Bypass Northern Loop Corridor Feasibility Study
- Regional Mobility Plan (2035)
- Regional Transit Study – CRTPA
- Southwood PUD
- St. Marks Redevelopment Plan
- Tallahassee - Leon County 2030 Comprehensive Plan
- Tallahassee Sidewalk Plan
- Tennessee Street Mobility and Alternatives Study
- Vision for a Sustainable Future - Jefferson County
- Wakulla County Adopted Infrastructure Plan
- Wakulla County Bike and Pedestrian Master Plan
- Wakulla County Community and Economic Development Plan
- Wakulla County Comprehensive Plan
- Woodville Highway Corridor Plan

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Max Points
Growth Center/ Economic Development Area	Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans).	1, 4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/ Conservation	30
Measure				Points
Project is located in or adjacent to a growth area.				30
Project is not located in or adjacent to a growth area.				0

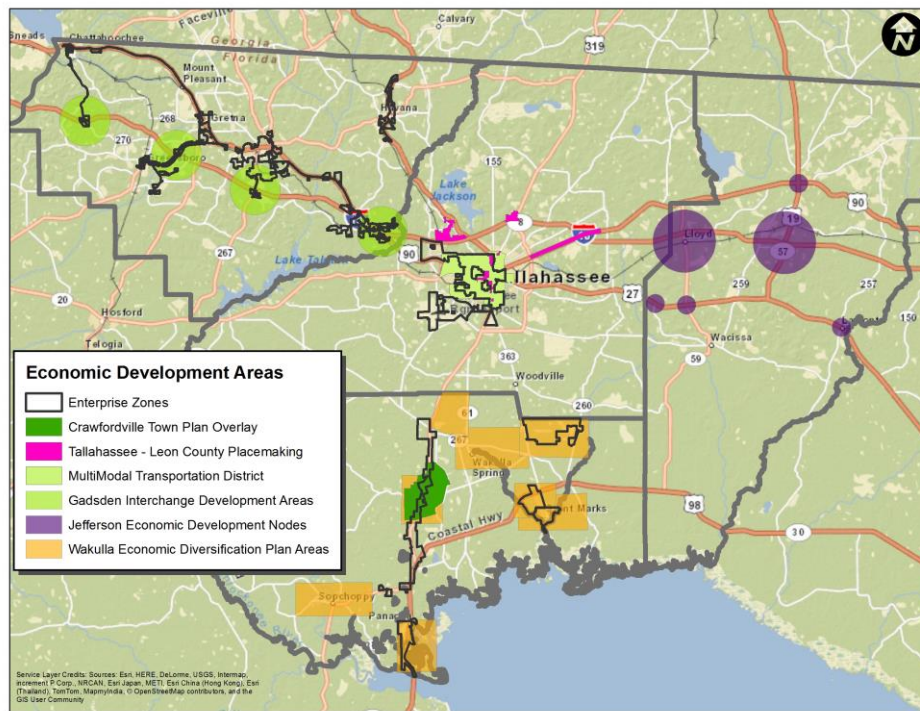
Purpose

In developing the original Regional Mobility Plan (RMP), the Project Team created a map using environmental constraints to focus the effort on the growth areas in the region. The data that was utilized included, but was not limited to, the Wakulla and Leon Aquifer Vulnerability Assessment data, Florida Forever data, Tall Timbers Conservation areas, regional watersheds, national forests, city, county, and state parks and Critical Lands and Waters Inventory Project (CLIP) data. This effort became the Quality Growth Plus scenario which was adopted and used for the RMP. The good thing about this data is that it is relatively stable.

There may be small property acquisitions since 2010, but in general the vast majority of that data is still applicable. The map that was developed is shown below.

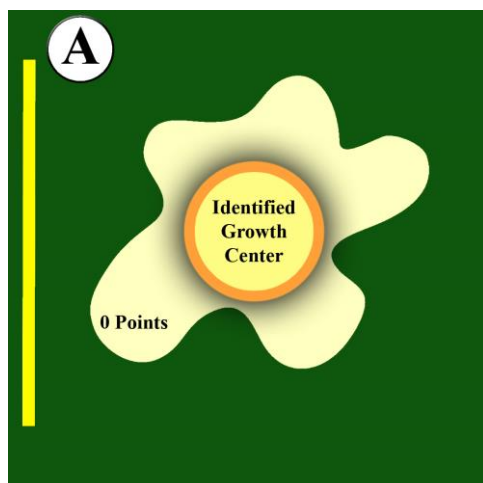


Many of the “economic development” areas are located within the growth centers. These areas are also mapped below to ensure they are also considered as well.

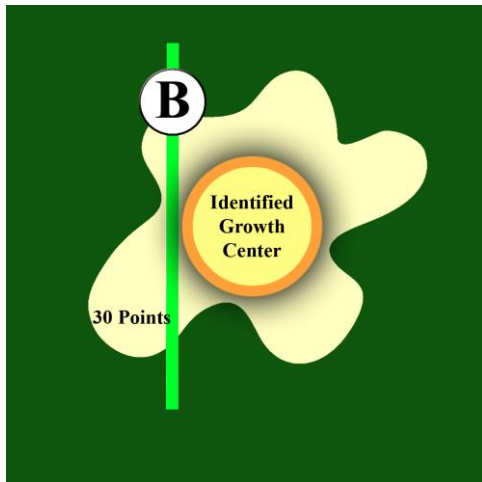


Application

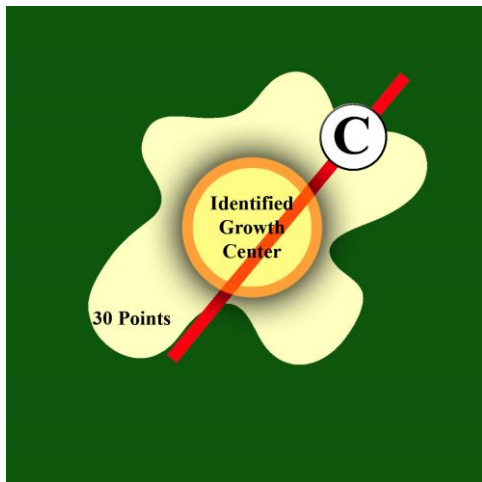
The Growth Centers were intended to be general areas of development, not hard lines on a map. However, there may be some projects that are adjacent to an area that receive points and others that may be perceived as adjacent. If any project is in a “grey area” in terms of an adjacent issue, it will be noted as such in case of any issue with being placed in a “tier”.



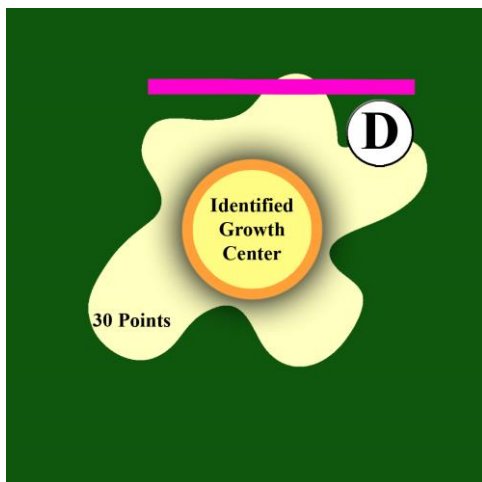
Project A is outside of the identified growth center and would not receive any point.



Project B is within the identified growth center and would receive 30 points.



Project C is within the identified growth center and would receive 30 points.



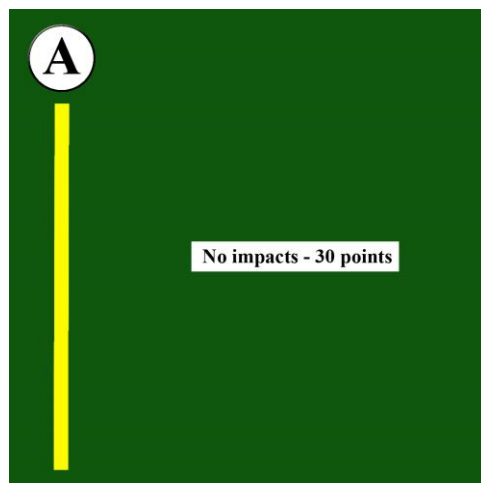
Project D is within the identified growth center and would receive 30 points.

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Max Points
Natural Environment	Project has limited impacts to sensitive natural environmental features.	5	Natural Resource Protection/ Conservation	30
Measure				Points
Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has minimal impacts, or projects where impacts are addressed.				30
Project has moderate impacts (intersects two or three environmental features).				20
Project has substantial impacts (intersects four to five environmental features).				10
Project has impacts of potential dispute (intersects five or more environmental features or creates a new corridor through a sensitive environmental area or conservation area).				0

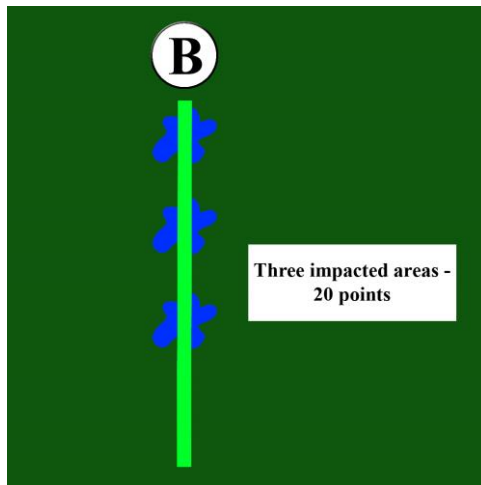
Purpose

Minimizing the impact to the environment with any project is a goal for every transportation project. Some projects actually improve environmental impacts, but they are the exception and not the rule. Therefore, it is very important to ensure that the projects they the CRTPA prioritizes highly, from an environmental perspective, are those that have minimal impacts or have been studied and have a solution for addressing environmental impacts.

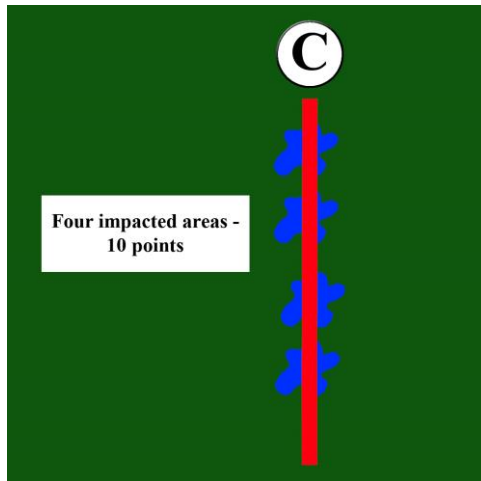
Application



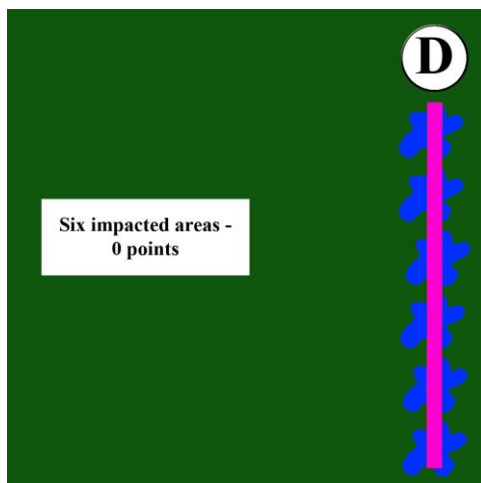
Project A has the PD&E Study completed and has no impacts, or has addressed the impacts in the PD&E Study. This project would receive 30 points.



Project B has no PD&E Study completed and has three areas of environmental impacts. This project would receive 20 points.



Project C has no PD&E Study completed and has four areas of environmental impact. This project would receive 10 points.



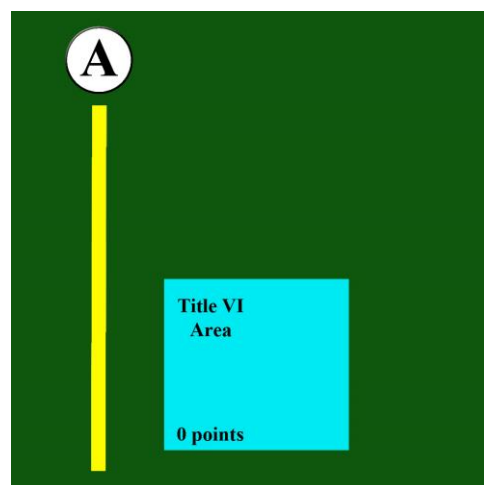
Project D has no PD&E Study completed and has more than 5 environmental features that it is impacting. This project would receive 0 points.

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Max Points
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities.	1, 2, 4, 5, 6	Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health	10
Measure				Points
Project provides positive contributions to designated revitalization areas and Title VI communities.				10
Project does not provide positive contributions to designated revitalization areas and Title VI communities.				0

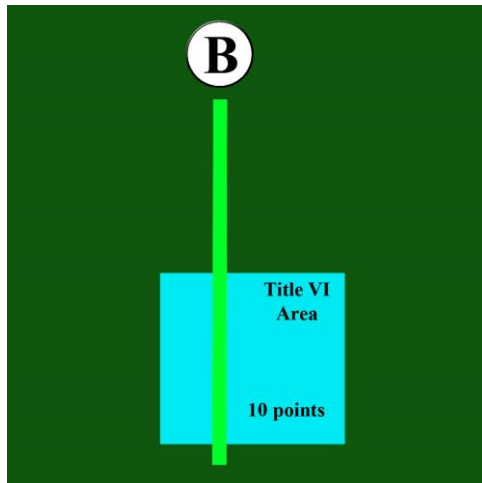
Purpose

Based on the 2010 Census the region has designated areas of Title VI populations. One of the CRTPA's directives is to provide transportation opportunities to these populations in the same manner as all other populations. In order to act on this direction any project that touches, goes through or is completely located in one of the areas will receive 10 points.

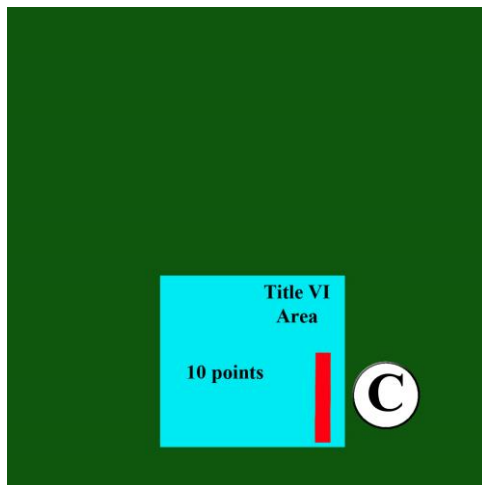
Application



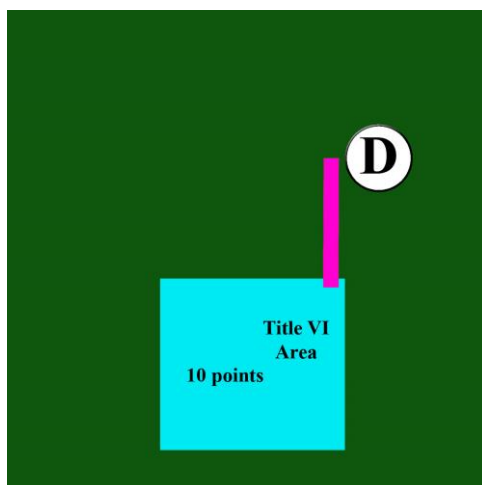
Project A is outside of the Title VI population area and would receive 0 points.



Project B runs through the Title VI population area which would give the project 10 points. This project would benefit the population by providing an external link to areas not in the Title VI population area.



Project C is entirely contained in the Title VI population area and would receive 10 points.



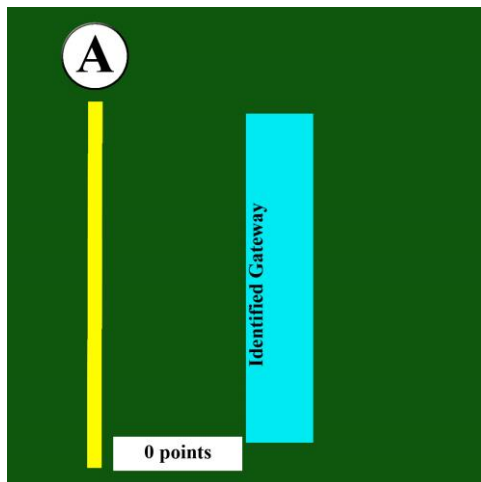
Project D has a small portion of the project in the Title VI population area and would receive 10 points. This project would benefit the population by providing an external link to areas not in the Title VI population area.

Prioritization Criteria	Definition	MAP-21 Planning Factors	Connections 2040 RMP Goals	Max Points
Identified Gateway	Project is located in or adjacent to an area designated as a future gateway improvement location, as identified in an adopted plan.	1, 5	Economic Development, Land Use, Access, Connectivity	10
Measure				Points
Project is located in or adjacent to an area designated as a future gateway improvement location.				10
Project is not located in or adjacent to an area designated as a future gateway improvement location.				0

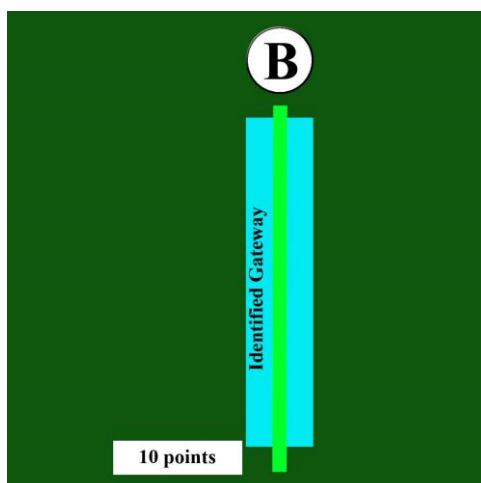
Purpose

There are several identified gateway areas that have been identified for improvement in adopted plans. These projects have the potential to provide large impacts to the surrounding areas that they are located in and projects located in or adjacent to will receive 10 points.

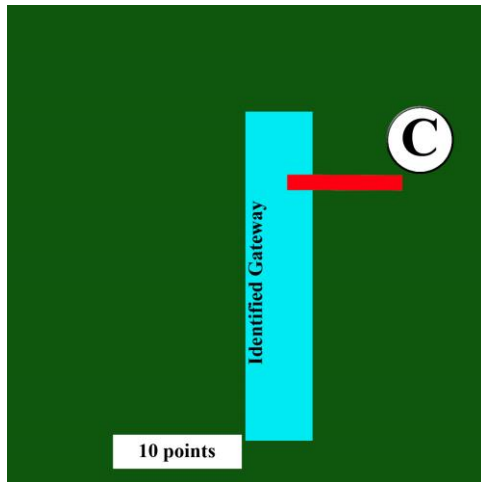
Application



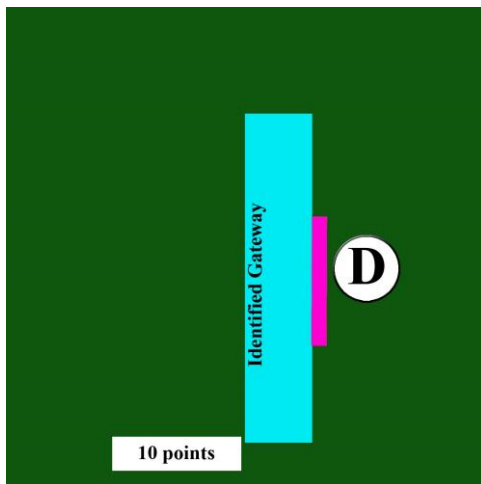
Project A is not in the gateway corridor or adjacent to it. This project would receive 0 points.



Project B runs through the identified gateway and would receive 10 points.



Project C is partially in the gateway corridor but could have a positive impact on the corridor and would receive 10 points.



Project D is adjacent to the corridor and would receive 10 points.